

Simcoe. Later came Mr. Walter Holmwood from Port Stanley, and who lived in the Port for a number of years afterwards. During the period of 1861 to 1873, Port Ryerse experienced its palmiest days, for the building of the Air Line and Canada Southern Railroads; in 1872-73, was the means of destroying its grain and import trade, and the grand forests of Norfolk were rapidly disappearing. It is claimed that in one year, about 1871, there was seven and a half million feet of lumber and timber shipped from the Port. As to its grain trade, long rows of loaded wagons could be seen almost any day during the grain season waiting to unload. During that greatest year of the lumber trade, almost every available space about the harbor and streets was filled with lumber, timber, pailwood, staves, ties, stave bolts and other stuff.

From 1860 to 1864 was the era of shipbuilding at Port Ryerse. The yards were on the beach immediately west of the harbor, where the summer cottages are now located. David M. Foster and W. H. Ryerse constituted one firm, whose output was the schooners Britannia and E. P. Ryerse. The other boat builder was Captain Lewis Ryerse, who first built the small fore and after Emily Ellen. Then he purchased a new but sunken two-masted scow, raised her, put the boat in good trim and renamed her the Kate Kelley, after the maiden name of his wife. The man who built this craft did a peculiar and unheard of thing, namely, instead of properly caulking his boat, he filled the space between the lining and outside with land plaster, with the result that the water soaked through and she sank in the bay. This venture proved a most profitable investment. My brother Lewis was a very expert sailor and could find a way to cross Lake Erie at almost any time. Later he built the large schooner, N. C. Ford. In 1863, in partnership with John S. Austin of Simcoe, the large and substantial three-master, J. S. Austin, was constructed. This was the vessel that gave so much trouble in getting her into deep enough water, for it was so shallow in front of the boat that weeks were spent and a va-

riety of ways tried to release her. Finally a heavy storm came from the southwest, with high water, and this accomplished what men could not do. A few years later the D. W. McCall was built by H. and T. McCall at the head of the harbor, in which it was launched.

#### The Establishment of the Anglican Church

The first work towards forming the Church of England Society at Port Ryerse began in the early sixties when a weekly open air service was held in the yard of Major Ryerse, on the west side of the north part of the house. Rev. Mr. Baldwin, of Pt. Dover, afterward the beloved Bishop Baldwin of Huron, officiated. Later the place of worship was moved to the orchard on the west side of the present church. Here we had a desk for the minister, with seats of boards on blocks of wood for the audience. The next place of meeting was in a fair-sized room in the house of Chas. Shellburg, with the Rev. Mr. Rogers of Vittoria, as the minister. With the coming of Mr. and Mrs. Holmwood, who were devoted Church of England people, about the year 1865, steps were taken to erect a church building, and the present church was the outcome. There was no trouble in raising the necessary money, for Port Ryerse was then much richer than at present, and friends in Port Dover, Simcoe, Vittoria, London and elsewhere contributed liberally. The Rev. Mr. Rogers was the minister in charge for some time after this church was dedicated. Since then a number of worthy men have conducted its services, among whom were the Reverends Evans and Davis. Other religious services have been held in the Port by Baptists, Methodists and evangelists, also union meetings. I have never known of any religious jealousy or rivalry of any kind in the community. Whenever there was any religious or moral activity of any kind taking place, whether it was by the Good Templars Church of England or any other society, practically all the community took part in it.

#### Smuggling

About 1858 to 1861 there was considerable smuggling going on from